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| Process | <ul style="list-style-type: none"> • Who wants this? • Who is pushing the project forward? • What can we do to keep high speed rail out of Hanover? | <p>The Washington, D.C. to Richmond segment of the Southeast High Speed Rail (SEHSR) Corridor is part of a larger nationwide higher speed intercity passenger rail plan identified by the U.S. Department of Transportation. This project expands upon a previous study that recommended passenger rail improvements in the Washington, D.C. to Charlotte, NC corridor. This project also provides the critical link between the Northeast High Speed Rail Corridor and the SEHSR Corridor. This project is supported by the Federal Railroad Administration and the Virginia Department of Public Transportation (DRPT).</p> <p>Public involvement is a major component of this project. The majority of comments recorded thus far are supportive of enhanced passenger rail in the corridor. DRPT welcomes public input on the DC2RVA website and urges people to make comments that will be included in the public record for the project. Comments received during the comment period for the Draft Environmental Impact Statement (EIS) will be used to prepare the Final EIS.</p> |
| Process | <ul style="list-style-type: none"> • Do the board of supervisors have any final approval of proposed railroad right of way? • Who will determine if our family will be able to continue to farm over land and make a living doing so? In | <p>DRPT has been and will continue to work closely with Hanover County officials to evaluate project alternatives through the County. DRPT plans to propose a Preferred Alternative in the Draft Environmental Impact Statement (EIS), which we anticipate publishing for public comment and review in late 2016. Based on public and agency comments on the Draft,</p> |

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| | <p>other words, who decides the path of the high speed rail - a person? A committee of people? And when will the decision be made?</p> | <p>DRPT then may refine the Preferred Alternative as part of the FINAL EIS (anticipated to be published in 2017). The Preferred Alternative will recommend an alignment for the entire corridor, to include the Ashland/Hanover County area. The final decision to approve the Preferred Alternative (known as the Record of Decision) will be made by the Federal Railroad Administration and the Commonwealth Transportation Board (anticipated in late 2017).</p> |
| Process | <ul style="list-style-type: none"> You mention a lot alternatives (illegible) and estimates; will all of the detailed comparison data be made available to the public? Is a size (illegible) data being collected? | <p>The Draft Environmental Impact Statement (EIS) will be published in late 2016 for public review and comment and will provide a side-by-side comparison of alternatives. The Draft EIS will describe the project Purpose and Need, the alternatives DRPT evaluated in selecting a Preferred Alternative, the data used in the comparison of alternatives, and the analysis of the impacts of each alternative. It will include the Alternatives Technical Report as an appendix, which will provide the analysis conducted for each alternative that was considered, but not carried forward for detailed evaluation in the Draft EIS.</p> |
| Process | <ul style="list-style-type: none"> I highly recommend including Elon Musk's studies regarding high-speed v Hyperloop. Musk notes that it cheaper faster in the long run to build the technology. What looks futuristic is already here. Please include this in time and cost study vs | <p>The DC2RVA project is the second tier in a two-tier process. The parameters for the second tier were defined in the Tier I Environmental Impact Statement. The Tier I EIS called for incremental improvements along the existing freight rail alignment. It was determined that this would be the most cost-effective way to implement high performance passenger rail in the region. Based on this guiding principle, the scope of</p> |

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| | outcome for travel. | the DC2RVA project does not include evaluating Hyperloop technology for this corridor. This does not preclude DRPT from evaluating it in the future. |
| Process | <ul style="list-style-type: none"> I am concerned about the lack of (illegible) new technology for the "No Build" option. | NEPA requires that all alternatives are studied against a no build option. This option serves as a baseline for comparing the alternatives and assumes that no improvements would be made as a result of the DC2RVA project, but already planned and programmed improvements by other entities and agencies could occur. The no build option will be defined in the Draft Environmental Impact Statement. |
| Process | <ul style="list-style-type: none"> Why is a third track through Ashland still under consideration when the town is on the National Historic Register? | One of the screening tools used to eliminate alternatives was the potential for direct physical impacts to properties on the National Register of Historic Places. Adding a track through Ashland on the east side of Center Street, although within a designated historic district, does not directly impact a building or property on the National Register of Historic Places. Other potential impacts on the historic district and buildings on the National Register of Historic Places will be studied as part of the Draft EIS. |
| Process | <ul style="list-style-type: none"> Why aren't you separating the freight and passenger lines? Whose idea was it to run an additional rail through Hanover? | The Tier I Environmental Impact Statement (EIS) called for incremental improvements along the existing freight rail alignment. It was determined that this would be the most cost-effective way to implement high performance passenger rail in the region. Adding additional track |

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| | | capacity within the existing railroad right-of-way and sharing the rail system allows access to existing stations and infrastructure, allows the project to be implemented more economically, and minimizes impacts to the environment. This was the recommendation of the Tier I EIS, which guides DC2RVA, the Tier II effort. Bypasses are being considered around Ashland and Fredericksburg as a result of comments received during the project scoping process, including comments from the public meetings held in November 2014. |
| Property Impacts | <ul style="list-style-type: none"> • How will the county replace the monies lost when property values are reduced and homes go away? • Will property owners and businesses in Ashland be compensated for lost value and how will settlement be determined? • How much right of way is required for high speed rail? What type of "barrice" (? illegible) will be used for a subdivision? • How will property owners be compensated for loss of value who are near the tracks but not directly on the tracks? All property values in the area will be negatively impacted. • We are retired and will be forced to | Our goal is to avoid property takes as much as possible in our designs. DRPT is preparing the Draft Environmental Impact Statement (EIS). The preferred alternative has not yet been determined, and the need for property acquisition has not been determined. The Draft EIS will analyze alternatives that were presented at December 2015 public meetings, and will recommend one preferred alternative. The Draft EIS is expected to be available for public review and comment in fall 2016. Comments will be addressed, which may result in modifications to the preferred alternative. The Final EIS will document any modifications, and will be followed by an FRA-issued Record of Decision (anticipated in late 2017) for the preferred alternative. Final design for the preferred alternative can begin when construction funding is available. At that point, property owners will be contacted individually to discuss property acquisition. This is when the right-of-way acquisition process would begin. At that point, DRPT and/or VDOT will assess and offer fair market value for any |

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| | <p>move and start over. The rail track will destroy our land and home/house value. We are retired and have been here since 1978. This is a very nice neighborhood. We are about 1 ½ miles from the railroad tracks in Ashland. We can hear the trains from here. The noise and vibration in our backyard will force us and other on Wildwood Blvd to sell at a (Big Loss!). Already there are 4 houses on Sunset Blvd that joins Wildwood Blvd for sale. A church on the corner will be gone, farm lands destroyed, homes, businesses. This added pressure will (illegible) be the straw to break the camel’s back. Families already on edge, this will be the breaking point. Keep the H.S.R. in Ashland.</p> <ul style="list-style-type: none"> • This affects four separate families and our family. How are we supposed to set ourselves up for retirement when you want to take our home away? | <p>property obtained.</p> |
| Property Impacts | <ul style="list-style-type: none"> • Who will lose/what will the community and environment, | <p>Assessing potential impacts to the environment is at the heart of the Environmental Impact Statement (EIS). As part of the Draft EIS, which</p> |

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| | natural resources, and neighborhoods lose by an additional track? | will be published for review and comment in late 2016, DRPT will provide detailed analysis of each alternative’s potential impact on air quality, historic properties, parks and recreation areas, open spaces, noise and vibration, wetlands and streams, social and economic factors, and threatened and endangered species. |
| Property Impacts | <ul style="list-style-type: none"> If CSX (as stated) is a private company - what legal premise do you rely upon to exercise eminent domain in the taking one person's land to profit another person/entity CSX (to make a profit) | The purpose of this project is to improve intercity passenger rail service for the general public. The passenger trains operate on rail infrastructure owned by CSX. Improving the rail infrastructure to add capacity, improve reliability, and reduce travel time will benefit all trains using the system, including passenger trains, commuter trains, and freight trains – just as improving an interstate highway benefits both passenger cars and trucks carrying freight. |
| Property Impacts | <ul style="list-style-type: none"> When (if ever) is DRPT planning to meet with individual property owners who are directly affected by the western route? And why weren't we contacted directly up until this point? Has anyone contacted the farmers of the land affected to see how much land is not going to be farmed? How will it affect Ashland Roller Mill? We do not need to lose more farm land. Cows will not | <p>Potential impacts to specific property have not been identified yet. The alternatives are at a conceptual level of design at this point. In other words, they are “loosely drawn” and we have not yet identified all of the specific properties affected by the alternatives. We are only now getting to the level of detail that will allow us to do a fine-tuned analysis on the proposed bypass.</p> <p>Property owner letters are used to notify property owners of upcoming field work on their property. We are required to send those notifications 15 days prior to conducting field work on the identified property. We are</p> |

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| | <p>produce milk with all the noise of the trains. We need corn meal from these farmers work.</p> | <p>sending letters and conducting field work on a rolling basis as the project progresses. We typically send letters to anyone within about 500 feet of a project alternative. Most of the letters sent so far have been to property owners along the existing CSX right of way. More letters will be sent in the coming weeks to properties potentially affected by the bypasses. There is a property owner information section of our website with more information about this process.</p> <p>One of the steps we took earlier this year was to conduct aerial photography and mapping of the potential bypass alignment. The results of that aerial photography are used to help the team fine-tune the design – avoiding impacts to cultural and environmental resources. Following this analysis, the team will go out in the field to confirm resources and their locations. Just because you received a letter does not mean that your property will be affected.</p> <p>Our method for informing the public of the project and alternatives has been to issue press releases and run ads in local newspapers to advertise our public meetings in the corridor, to alert elected officials by mail and email, and to brief Regional Planning agencies and county officials face-to-face and solicit feedback.</p> |
| Property Impacts | <ul style="list-style-type: none"> If under this scenario, will Center Street remain open? | <p>DRPT is studying three project build alternatives through Ashland: a bypass west of Town, a third track along Center Street east of the</p> |

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| | | <p>existing tracks, and a minor improvements option that does not include any additional track in the Town of Ashland. Both the bypass and minor improvements alternatives leave Center Street largely as is. The third track through Town alternative will affect the eastern side of Center Street – various options are being studied as to how to address traffic and property access issues under this alternative. All three of these build alternatives would require improvements to the station platforms, which would likely affect Center Street in the vicinity of the rail station. The Draft Environmental Impact Statement will present the possible impacts to Center Street and DRPT’s recommendations for addressing traffic and access.</p> |
| Service | <ul style="list-style-type: none"> • What does high speed mean? | <p>High speed rail is intercity passenger rail service that is time-competitive with other modes on a door-to-door basis for trips in the approximate range of 100 to 500 miles. This is a market-based, not a speed-based definition: it recognizes that the opportunities and requirements for high speed rail differ markedly among different pairs of cities. For the Washington, D.C. to Richmond, VA Southeast High Speed Rail corridor, trains will travel at a maximum speed of 90 mph in some areas.</p> |
| Service | <ul style="list-style-type: none"> • What is the benefit of adding a third track if you can’t go faster through town? • Since there is already 3 rails in the area, what traffic is not being | <p>The shared freight and passenger rail corridor, which is primarily a two-track rail line, between Washington, D.C. and Richmond, is nearing capacity and requires improvements in order to effectively and efficiently meet existing and future demands for passenger service,</p> |

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| | accommodated now? | commuter passenger service, and freight service. Adding a continuous third track throughout the corridor will provide the capacity for trains to pass one another and will allow faster passenger trains overtake slower freight trains. This will in turn allow DRPT to increase the frequency of passenger service and improve passenger train reliability. |
| Service | <ul style="list-style-type: none"> • What is the maximum speed of the high speed trains? • How much faster will it be? • Difference in speed with current train speed when an actuality? • Length of trains? Speed of trains? Time required to pass through the crossing? | <p>The project’s proposed maximum authorized speed for passenger trains in the corridor is 90 mph. However, many areas of the corridor will continue to operate at slower speeds. The DC2RVA project is being developed on a congested corridor shared with longer and slower freight trains (60 mph top speed) and commuter trains making frequent stops. The corridor exists on right-of-ways laid out in the 1800s, with many tight curves and has over 100 at-grade road crossings. In order to achieve speeds higher than 90 mph, it would be necessary to straighten numerous curves throughout the existing corridor, relocate sections of the existing rail, and either close the at-grade crossings or build new roadway overpasses. To make these improvements, many historic and natural resources would be impacted as larger amounts of land would need to be acquired. Instead of solely focusing on ways to improve the maximum speed of intercity passenger trains in the corridor, DRPT is also examining ways to improve reliability and increase the frequency of passenger trains. This will improve overall efficiency and make the service more dependable.</p> |

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| | | <p>The trip time through the corridor on project completion will depend on the Preferred Alternative selected by the Federal Railroad Administration, the number of stations served by each train, and seasonal operating restrictions, among other factors. The Draft Environmental Impact Statement will estimate the trip time for various types of passenger service.</p> <p>Passenger trains will likely be from eight to 10 cars long; a 10-car train traveling at 90 mph would cause car/truck traffic at at-grade crossings to be stopped for 41 seconds. Crossing signals typically start flashing around 30 seconds to train arrival, signaling cars to stop. Gates are fully lowered about 13 seconds before the train arrives. It would take 7 seconds for the train to cross and an additional 4 seconds for the gates to rise.</p> |
| Service | <ul style="list-style-type: none"> • How fast will the trains go through town? • Who monitors the speeds of the trains through town? | <p>As a safety measure, all trains entering the Town of Ashland must adhere to a speed of 35 mph upon entering Town between 7 a.m. and 7 p.m. On Fridays the 35-mph restriction is extended to remain in effect through 10 p.m. Freight and passenger trains are restricted to a speed of 45 mph upon entering Town between 7 p.m. (10 p.m. on Fridays) and 7 a.m. As the trains exit the Town they began increasing speed.</p> <p>Train speeds are monitored by the train operators and their operating system equipment. The Ashland speed restriction is in effect for a segment of the DC2RVA corridor that is 2.2 miles long, from CFP 13.4 to CFP 15.6.</p> |

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| Service | <ul style="list-style-type: none"> Will the train slow down to 35mph for us (western bypass) as it does in Ashland? | <p>The western bypass alternative would allow passenger trains to operate at maximum authorized speed of 90 mph on the bypass track around the Town, while those passenger trains entering Town to reach the station would be subject to the 35 mph speed limit. The speed limit through town would remain in effect for all trains under the other two build alternatives: adding a track to the east on Center Street and the minor improvements alternative.</p> |
| Service | <ul style="list-style-type: none"> What will be the travel time from DC to RVA? Will reduced travel time and increased frequency make these into commuter trains for people working in DC? Will it stop anywhere but Richmond? | <p>DRPT is still evaluating the potential travel time from Washington, D.C.'s Union Station to the Richmond region that will result from the DC2RVA improvements. As with any speed and efficiency project, system improvements could reduce the trip's end-to-end travel times. Specific travel time savings will be predicted once a Preferred Alternative is selected, final track design is determined, and station stops are identified. Reliability and increased frequency are the key overarching benefits of the project. We anticipate that the completed project will make the service much more dependable and competitive with other modes of intercity travel.</p> <p>Current Amtrak state-supported service between Richmond and Washington, D.C. has intermediate stops in Ashland, Fredericksburg, Quantico, Woodbridge, and Alexandria. DRPT is evaluating various service plans based on ridership demand and travel time. Passenger trains on the corridor will provide a mix of service levels, with some</p> |

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| | | trains stopping at only a few stations and some trains stopping at every station. Once a Preferred Alternative is identified, DRPT will develop a Service Development Plan that will determine the train schedules and operations. |
| Service | <ul style="list-style-type: none"> If a bypass is built, what would be the milepost locations for the interlockings? If a third rail is built, what speed would the trains travel through Ashland? | DRPT currently is working with CSX and the Federal Railroad Administration to determine the location and configuration of the interlockings for each of the alternatives. We anticipate that the western bypass alternative would allow passenger trains to operate at 90 mph around the Town, while those passenger trains entering Town would be subject to the 35 mph speed limit during the day and 45 mph at night. |
| Cost | <ul style="list-style-type: none"> There are unexplained gaps. Especially about costs. Are overall costs considered? For instance, overpasses over tracks are a local cost, not CSX cost. If increased flow is the goal, why limit it to a single set of tracks? How much is the estimate cost for this project and who is expected to fund it? What is the cost per passenger mile? What is the cost per rider? Will the cost-benefit take into account the cost to downtown | <p>Currently, DRPT is planning for a corridor with three interoperable main lines. DRPT is developing cost estimates for all of the alternatives, including costs for operation and maintenance and any roadway improvements that may be required because of the DC2RVA project. DRPT is also developing ridership and revenue estimates. These estimates will be provided in the Draft Environmental Impact Statement (EIS).</p> <p>The Draft EIS will also describe the socio and economic impacts expected as a result of the project. This will include possible costs to affected properties.</p> <p>DRPT will prepare a Final EIS after the public has a chance to review and</p> |

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| | <p>Ashland's homes, businesses and Randolph Macon if a 3rd rail is put through town?</p> <ul style="list-style-type: none"> • Why isn't a private corporation doing this? What is the debt Amtrak accrues every year? What is the cost to taxpayers to build this? Is there a budget? What is the national debt today? What is the budget for this project? • Who would be paying for all of this upgrading? CSX? Taxpayers? | <p>comment on the Draft EIS. The Federal Railroad Administration (FRA) will prepare a Record of Decision after the Final EIS is released and DRPT will seek approval from the Commonwealth Transportation Board (CTB). Assuming both the FRA and the CTB act and approve the project, DRPT will then seek the funding necessary for the construction. Likely funding sources will include federal, state, local, and private funds.</p> <p>The purpose of this project is to improve intercity passenger rail service for the general public. In Virginia the passenger trains operate on rail infrastructure owned by CSX. Improving the rail infrastructure to add capacity, improve reliability, and reduce travel time will benefit all trains using the system, including passenger trains, commuter trains, and freight trains – just as improving an interstate highway benefits both passenger cars and trucks carrying freight.</p> |
| Cost | <ul style="list-style-type: none"> • Who will profit from an additional track? | <p>The additional rail infrastructure is required to support the expanded intercity passenger service.</p> |
| Cost | <ul style="list-style-type: none"> • How much does it cost to use the existing Buckingham eastern route? | <p>Improving the Buckingham Branch line to serve as an intercity passenger rail route was considered and dismissed. In order to improve the many curves and slopes to make the line suitable for passenger rail service, it would be necessary to go outside the right-of-way, which would create greater impacts to cultural and natural resources. Using the Buckingham Branch would also eliminate passenger service to Ashland and Staples</p> |

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| | | Mills Road Stations and would add distance and travel time to intercity passenger trains. For these reasons, DRPT and FRA determined that the Buckingham Branch line was not a feasible route to be carried forward for evaluation in the Draft Environmental Impact Statement. Therefore, detailed cost estimates are not being developed for this route. |
| Cost | <ul style="list-style-type: none"> • How much money has been spent on project to date? | DRPT and the Commonwealth of Virginia have made a number of investments in passenger rail in the project corridor. The current Tier II EIS and preliminary engineering effort is being funded through a \$55.4 million grant that is a combination of Federal, State, and private funds. As of March 2016, approximately \$20 million had been spent on the DC2RVA Tier II EIS and preliminary engineering project. |
| I-95 Bypass/Corridor | <ul style="list-style-type: none"> • Why not go down 95 and lessen the impact on people in both the town and the country? • Why not I-95 corridor? • Why can the tracks run along 95 - there is already land and high speed travel why not incorporate it and leave the town and the farm land alone. • Instead of going beside I-95 why can't a rail be placed in the | The 2002 Tier I Record of Decision for the Washington, D.C. to Charlotte Southeast High Speed Rail (SEHSR) program selected an incremental approach to develop the SEHSR program. A key element of the selected incremental approach is to upgrade existing rail corridors (instead of developing new corridors). The incremental approach seeks to minimize cost and potential impacts to the environment by utilizing existing railroad tracks and rail rights-of-way as much as possible. Based on the decisions reached by FRA in the 2002 Tier I Record of Decision, DRPT is focusing on improving passenger rail service along the existing CSX rail corridor and is not considering use of the I-95 corridor for a new higher speed rail system. |

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| | <p>middle/median where there exists plenty of room and would not affect any properties?</p> | <p>DRPT did evaluate a portion of the I-95 corridor, including the I-95 median adjacent to Ashland, as a potential bypass route. However, use of the I-95 corridor was dismissed from further consideration due to the lack of sufficient space within the median, the difficulties in getting two tracks into and out of the median while maintaining a 90 mph train speed, and the impacts to the existing infrastructure, including the interstate access ramps and lanes, overpasses, and bridge abutments, as well as impacts to the area land uses and other resources. The extremely low grades and gradual curves required for a combined passenger/freight rail system are typically not compatible within highway alignments built to different standards.</p> |
| I-95 Bypass/Corridor | <ul style="list-style-type: none"> If eastern option was not selected due to overpass I-95 and Route 1, how could western option be less expensive? There are at least 10 roads to overpass/underpass from Doswell to Elmont | <p>In response to scoping comments and suggestions, DRPT evaluated a number of possible options for bypassing Ashland. The eastern bypass alternatives were not carried forward for further review because they were not feasible from an engineering perspective, presented more impacts to human and natural resources, as well as existing infrastructure and development, and would therefore have a higher relative cost.</p> <p>These alternatives will be documented in the Alternatives Technical Report, an attachment to the Draft EIS.</p> |

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| Noise and Vibration | <ul style="list-style-type: none"> Will consideration be given to people with disabilities who are sensitive to sound and vibration? If so, how will you correctly collect that data? I would like to know the relative difference in noise level between the proposed high speed rail and the existing tracks through Ashland (train noise) | The Draft Environmental Impact Statement will include an assessment of the effects on noise and vibration, using methodologies approved by the Federal Railroad Administration. |
| Eliminated Alternatives (non-I-95) | <ul style="list-style-type: none"> Will the DRPT revisit the "Eastern Route" under any circumstances? What about the possibility of acquiring the railroad trestle east of 95? | DRPT evaluated rail alignment bypass options on the east and west of Ashland as potential alternatives in lieu of adding a third track through Ashland, as requested during the project scoping period. The eastern bypass alternatives were dismissed from further consideration because they are not feasible from an engineering perspective, have a higher relative cost, and present more impacts to human and natural resources, as well as existing infrastructure. The east side is more heavily developed than the west. Also a bypass east of Ashland would require multiple crossings of Route 1 and I-95. |
| Eliminated Alternatives (non-I-95) | <ul style="list-style-type: none"> A tunnel is far more attractive. Why not go under Ashland? | DRPT evaluated going under Ashland using a tunnel, as well as elevating the tracks above Center Street. These alternatives were eliminated from further consideration because they present more impacts to human and |

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| | | natural resources, as well as existing infrastructure. This will be documented in the Alternatives Technical Report which will be an attachment to the Draft Environmental Impact Statement. |
| Safety | <ul style="list-style-type: none"> • Safety-barriers, clearances? | Safety is a key concern for DRPT. Each alternative will be evaluated based on its ability to meet safety criteria. The project will make specific safety recommendations, including barriers and clearance if needed, for the Draft EIS's Preferred Alternative. |
| Access | <ul style="list-style-type: none"> • How will you maintain access to homes and businesses if you eliminate Center Street access? • Are you taking into consideration the impacts of the bypasses to the Oak Hill Estates on 657. It will create a lot of problems for the subdivision. • What will Cross Corner Road access be if the western bypass is chosen? • How will emergency vehicles, school children, not to mention citizens be able to cross the tracks with the HSR and 200 to 400 percent increase in CSX trains coming through Ashland Center Street? • If a third rail is built, what road crossings would be closed? | <p>DRPT is currently developing the Draft Environmental Impact Statement (EIS), which will address concerns along the project corridor, including access to any property affected by the potential rail alignment. If property access is obstructed, the team will work with property owners and Hanover County officials to plan for an alternate access point.</p> <p>For the bypass alternative west of Ashland, there would be no at-grade crossings, meaning the rail would be separated from the road using either overpasses or underpasses, eliminating rail and roadway conflicts at those points.</p> |

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| Economics | <ul style="list-style-type: none"> If I95 becomes a clogged artery, what are the possible economic repercussions to Hanover and this region? | <p>Traffic congestion in the I-95 corridor is one of the concerns identified in the Project’s Purpose and Need Statement. DRPT will present the no-build alternative in the Draft Environmental Impact Statement, which will describe the future conditions without the project.</p> |
| Purpose and Need | <ul style="list-style-type: none"> Considering the fact that Amtrak is a money hemorrhaging failure and that Americans have many transportation options, why do we need to introduce 18th century technology to move us toward a future that seems like the past? | <p>The need for the project is based on the following current and forecasted future conditions in the project corridor:</p> <ul style="list-style-type: none"> Population growth and changing demographics are leading to an increased demand for reliable and safe travel options. The I-95 corridor is congested, and trip times are unreliable and inconvenient. Travel by air is increasingly at capacity and causing increased travel delays. Demand for freight and passenger transportation choices through and within the corridor is growing. In several segments, the existing shared freight, commuter and passenger rail corridor between Washington, D.C. and Richmond is nearing capacity. Emissions from transportation-related mobile sources impact our regional air quality. |
| Project Outreach | <ul style="list-style-type: none"> If people signed in with an email address, will DRPT notify them when the study comment period opens? | <p>Yes. The best way to stay informed about the DC2RVA project is to provide us your email address, and DRPT’s policy is to send email notifications of public meetings to everyone who has provided the project with an email address. If you did not sign up at the meeting, you can provide your contact information here:</p> |

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| | | http://dc2rvarail.com/contact-us/ . |
| Project Outreach | <ul style="list-style-type: none"> Have you contacted all congressional offices whose districts are impacted by this project? | DRPT sent two letters to all federal elected officials in Virginia to announce the project and to provide general information. The first mailing went out on October 22, 2014, ahead of the Scoping meetings. The second was sent on May 18, 2015 before the June public meetings. We are currently working with elected officials in the bypass area to ensure future correspondence is going through the proper channels. |
| Project Outreach | <ul style="list-style-type: none"> Future-let local newspaper reporters (comment did not continue) | DRPT has communicated with reporters at the Herald-Progress and the Richmond Times Dispatch in order to provide project information and assist the public in engaging on the project. We will continue to work with these reporters to help inform the public of upcoming opportunities to engage on the project. |
| Freight | <ul style="list-style-type: none"> What is the plan/impact to the CSX tracking from Hanover Junction through Hanover Courthouse and Atlee to Richmond? Track expansion? Increased freight volume/traffic? Additional lines or altering | Improving the Buckingham Branch line to serve as an intercity passenger rail route was considered and dismissed. In order to improve the many curves and slopes to make the line suitable for passenger rail service, it would be necessary to go outside the right-of-way, which would create greater impacts to cultural and natural resources. Using the Buckingham Branch would also eliminate passenger service to Ashland and Staples Mills Road Stations and would add distance and travel time to intercity passenger trains. For these reasons, DRPT and FRA determined that the Buckingham Branch line was not a feasible route to be carried forward |

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| | | <p>for evaluation in the Draft Environmental Impact Statement. Therefore, no changes will be made to tracking from Doswell (Hanover Junction) to Richmond.</p> |